

FATE OF PITTSBURGH TERMINAL RECEIVERSHIP, IT IS BELIEVED, WILL HELP GOULD SYSTEM.

Several conferences of Gould Board—Wheeling and Lake Erie Notes Believed to Have Been Carried For—Wabash-Pittsburgh Terminal a Costly Venture.

George J. Gould and the directors and officers of many of the railroads that constitute the Gould system held several meetings yesterday. They discussed generally the situation of the different roads, and in particular the affairs of the Wabash-Pittsburgh Terminal Company, which has falling due on Monday interest amounting to about \$600,000 on its first mortgage bonds. Though no official statement was made it was generally believed in the Street that a receiver for the company would be appointed within a few days. It is known that steps have been taken for the formation of a reorganization committee. The chairman will probably be President Wallace of the Central Trust Company.

Other matters which were undoubtedly taken up by the directors were the Missouri Pacific dividend and the status of the Wheeling and Lake Erie and the Wabash. The report to the New York Stock Exchange yesterday of the earnings of the Missouri Pacific for the nine months ended March 31, 1908, indicates that the road will have at the close of the fiscal year, June 30, earnings available for dividends of about 3 percent on the capital stock. In well-informed quarters it is believed that the semi-annual 2 1/2 percent dividend would be paid. Six months ago it was paid in stock instead of in cash. Sales of the stock on the exchange yesterday were \$9,200. The closing price was 45 1/2, a loss for the day of 3/4 and about 10 points lower than the quotation a week ago. When Gould was also not noticeably well reported, and Rio Grande preferred declining 5 points to 58, Wabash common 1 1/2 points to 11 and Wabash preferred 3 points to 21.

Seven millions of 5 percent notes of the Wheeling and Lake Erie mature on August 1. These notes are guaranteed by the Wabash and failure to pay them at maturity would mean a receivership for both roads. There is every reason to believe that arrangements have been made that are satisfactory to the holders of the notes. As indication of this it is pointed out that the notes have advanced more than 10 points in the last week, and there were no reports yesterday as high as 55.

Both the Wabash and the Wheeling would be very much strengthened by a receivership and subsequent reorganization of the Wabash-Pittsburgh Terminal. This account a receivership is very likely. It is also pointed out that the Missouri Pacific's decline was due in part to the statement of earnings made to the stockholders. The statement showed that for the nine months ending April 1 the company had earned but 2.89 percent on its stock. The showing evoked little hope of an early resumption of cash dividends, and the stock of the Missouri Pacific was suspended altogether. The last semi-annual payment was made in January in stock at the rate of 2 1/2 percent.

While in the early trading a large number of brokers were prevented from reaching the floor by the police lines on Broad street, a little strength was imparted by the reduction of the English bank and a better buying order from London account. As soon as the market got under way, however, the traders paid little attention to the bank rate as to currency legislation or any other of the financial situation here. The market was quiet and time found obtainable on very easy terms, banking developments are considered rather academic than practical propositions.

Northern Pacific was consistently strong, opening above yesterday's closing and selling at all times above that price. As on every day it was outstanding \$29,500,000 of first mortgage bonds and \$20,000,000 of gold income bonds. In addition it is burdened with 51 percent of the stock of the Wheeling which pays no dividends. This reason assigned generally is that the terminal company was unable to get track rights on account of opposition from other interests to the westward extension of the line. On this account the Baltimore and Ohio and the Pittsburgh and Lake Erie have been able to maintain almost a monopoly of this line.

The most encouraging information regarding the Missouri Pacific was contained in the statement of earnings for April. The statement showed a very large decrease in gross, but there was a much greater decrease in operating expenses, and in net earnings. The decrease in operating expenses was \$1,098,161 and indicated that the management has been more successful than has any other in the aggregate volume of business. The success of the company's policy of retrenchment, the annulment of much of the anti-railroad legislation in Southern states and the completion of the new financing are generally considered as marking a remarkable improvement in the prospects of the road. Last fall Southern was the railroad first picked by the prophets as heading the list of roads that would be successful in the coming year.

London representatives of a prominent banking house cabled, over a report that Union Pacific had borrowed \$50,000,000 at 3 1/2 percent for nine months and wanted particular attention. London was quite certain that Union Pacific, however good its credit or ample the collateral, could borrow over the year money here at 1 percent, below the rate for the same term in London. The rate for other rumors of Union Pacific borrowing it is noteworthy that the Street is skeptical of Mr. Harriman's statement that the company has not needed money. The company has been successful in the sale of Northern Pacific and Great Northern, but it is believed in very well informed quarters that this money has been reinvested.

PAYING P. R. R. DIVIDEND.

Nearly 60,000 checks, calling for more than \$9,000,000, have been sent out. PHILADELPHIA, May 28.—The regular semi-annual dividend of the Pennsylvania Railroad Company was mailed this afternoon for 48,415 shareholders, the greatest number in the company's history. The checks amounted to \$9,437,388.50, this being a dividend of 6 percent on the capitalization of \$154,584,000, divided into 6,291,898 shares of \$25 par value. The average holdings amounted to only 108 shares, a decrease for the last year of 32.

Including the dividends mailed to-day the Pennsylvania Railroad has paid to its shareholders in the last nine and a half years the sum of \$10,522,476 in dividends. It is pointed out that in January 1, 1906, the number of shareholders in this company has increased from 23,720 to 48,415.

Pittsburgh Brokers Fall.

PITTSBURGH, May 28.—The failure of George W. MacMillan & Co. was announced at the Pittsburgh Stock Exchange this morning. Ever since the failure of McIntyre & Co. of New York, with whom MacMillan & Co. had connections, it has been understood that the firm was having difficulties. The liabilities are given at \$1,800,000, and assets at \$850,000. Judge James S. Young appointed the Guaranty Title and Trust company as receiver.

GOSSIP OF WALL STREET.

One of the most prominent bankers who has taken part in the Gould financing of recent years was the authority of the statement that the reorganization of the Wabash-Pittsburgh Terminal marked a turning point in the better in the affairs of the Gould road. He argued that the cancellation of the important connecting road was so excessive that its value to the other roads in the system had been greatly impaired. It should be a great assistance to them, but to the system at large was rather a drawback under present circumstances. For the reason that the task of paying the heavy fixed charges and meeting its other requirements was altogether too onerous for the importance of the road. A reorganization and a very radical scaling of capitalization, the banker argued, would put the whole system in much stronger shape than is the case at present.

It is said by men in the Gould party that Wabash-Pittsburgh Terminal is unique among the roads which are admittedly overcapitalized. The reason is in the contention that very little of the capitalization is water, for it has been generally granted that it cost \$50,000,000 to build this road of sixty miles. A more expensive bit of steam railroad construction than the Gould road, it is said, the Pennsylvania and other trunk lines fought every franchise and raised every possible obstacle, and this combined with expensive tunnels, bridge work and over-head construction of the Pittsburgh and Lake Erie, made it a very expensive luxury. The contract with the Carnegie Steel Company by which the steel company guaranteed to turn over a large amount of freight was not worth the price of going to get it.

There was considerable confusion over the relations between the Wabash-Pittsburgh Terminal and the Gould system. It was held in some quarters that the Wabash was a guarantor of Wabash-Pittsburgh Terminal securities. There is no such relationship, but it was argued that the reorganization might have an important effect on the Wabash. All of the stock of the terminal company is owned by the Wabash and has been pledged as security for Wabash notes maturing in 1910 and the Wabash is guarantor of the notes of the Wheeling and Lake Erie, which is controlled by the terminal company. These notes mature August 1. Last week an advance of 10 points in the bid price for them seemed to indicate that a plan for taking care of them was advanced. That the notes will be taken care of is believed in well informed banking quarters.

The advantage of the reorganization plan to other Gould properties was not reflected in the movements of the Gould stocks. All of them were very weak and imparted weakness and irregularity to the rest of the market. Missouri Pacific, which sold at 45 1/2 last week, broke from 52 to 45 1/2 and only closed a fraction above the low price of the day. Wabash preferred sold down to 20, and Wabash common 1 1/2 points to 11 and Wabash preferred 3 points to 21.

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OIL FOR THE EAST'S AXIS.

Steadily Supplied by the Standard Oil Company. The Galena Signal Oil Company's experience in lubricating axles and preventing hot boxes and other troubles the world over was the single factor considered yesterday at the Standard Oil hearing before Special Referee Ferris at the Custom House. E. V. Sedgwick, an expert of the Galena company, told of his experiences in introducing the Galena lubricating oil in South America, where all the railroad people came originally from Missouri and you had to show them. He said that he believed that 90 percent of the railroads in Brazil, Chile, Peru, Argentina, Bolivia and Venezuela used the Galena product. Mr. Sedgwick had also done some oiling in Europe. In England, Denmark and Sweden the Galena oil was used on forty-two Government roads. Ireland, Spain, Italy, Switzerland, Algeria, Egypt, Holland and Belgium were all users of Galena lubricant. The witness also testified that the use of the lubricant on street railroads, and this led Mr. Rosenthal, chief counsel for the Standard Oil Company, to bring out by questioning the information that the railroads didn't carry freight and that so far as the witness knew had no Standard Oil officers among their directors.

William W. Walker, another expert, whose business is to show the railroad employees how to use Galena oil to the best advantage, told how he did his work. He said that sometimes he hired a boy to give lectures on hot boxes. His work was confined mostly to the Chicago and North-western, the Chicago, Milwaukee and St. Paul, and the New York, Chicago and St. Louis roads. He had passed for all the roads where he taught the use of lubricants for the Galena company, and he was not an employee of the Galena company. Walker also testified to having passed on the various railroads where his work lay. He was not an employee of the roads.

SCHWAB OPPOSES CUT RATES.

Declares That Steel Makers Are Fanning Wild Policy in Keeping Up Prices. DETROIT, May 28.—Charles M. Schwab, here to attend the meeting of the Master Boiler-makers Association, was asked today: "Do you think the steel makers are justified in keeping up prices?" "Most emphatically I do," said Mr. Schwab. "The steel makers did not put up prices during the boom period and why should they lower them now. This was a policy I inaugurated six years ago and to vary from it now would bring on trade depression without selling an ounce more of steel."

NATIONAL COPPER BANK.

Applies to Be Admitted to the Clearing House Association. The National Copper Bank, which was organized about a year ago by John D. Ryan, Thomas F. Cole and Urban H. Broughton, has made application for membership in the New York Clearing House Association. The bank was started originally to supply specifically to the copper business the banking facilities which it most needed. The bank had a capital of \$1,000,000 and was now in the neighborhood of \$1,000,000. Among the directors were William A. Fiske and F. L. Loring. The bank was organized by John D. Ryan, Thomas F. Cole and Urban H. Broughton. The bank was started originally to supply specifically to the copper business the banking facilities which it most needed. The bank had a capital of \$1,000,000 and was now in the neighborhood of \$1,000,000. Among the directors were William A. Fiske and F. L. Loring.

Maximum Fine of \$10,000 for Postal Fraud.

PORTLAND, Me., May 28.—A fine of \$10,000, the maximum, will be imposed on George Fred Terry, proprietor of a Waterville mail order publishing house, who was convicted in March on two counts of conspiracy to defraud the Government of \$100,000. Judge H. H. Smith, presiding, sentenced Terry to a term of six months in the State Prison and a fine of \$10,000. Terry was convicted of conspiracy to defraud the Government of \$100,000. Judge H. H. Smith, presiding, sentenced Terry to a term of six months in the State Prison and a fine of \$10,000.

Home Bank Soon to Reopen.

It is expected that the Home Bank, in the Bay Ridge section of Brooklyn, will be reopened next Thursday. All the provisions made by the State Banking Superintendent, having been complied with, William E. Kay, a well known real estate dealer, has accepted the presidency and a new board of directors has been organized under his direction. Mr. Kay says that the bank has cash enough on hand to meet the first three deferred payments as well as to pay off the \$250,000 of deposits who have not signed the deferred payment plan.

Work for 10,000 Mill Hands.

PAVING, R. L., May 28.—Notices of resumption on full time Monday were posted in the markets of the B. & O. E. R. Knight & Co. today. The Warwick Mills, another big corporation, posted similar notices, as did the Burgess and the American Yarn Company. The total number of workers to be affected will approach 10,000.

Business Troubles.

A creditors' petition in bankruptcy has been filed against Morris Greenberg and his partner, Pickle (Greenberg), a manufacturer of clothing, 8 East Fourth street, and Judge Hough has appointed Jesse Watson as receiver. The petition was filed in the United States District Court at New York. The petition was filed in the United States District Court at New York.

Court Calendars This Day.

Supreme Court—Appellate Division—Recess. Supreme Court—Special Term—Part I. Motion calendar called at 10 A. M. Part II. Motion calendar called at 10 A. M. Part III. Motion calendar called at 10 A. M. Part IV. Motion calendar called at 10 A. M. Part V. Motion calendar called at 10 A. M. Part VI. Motion calendar called at 10 A. M. Part VII. Motion calendar called at 10 A. M. Part VIII. Motion calendar called at 10 A. M. Part IX. Motion calendar called at 10 A. M. Part X. Motion calendar called at 10 A. M. Part XI. Motion calendar called at 10 A. M. Part XII. Motion calendar called at 10 A. M. Part XIII. Motion calendar called at 10 A. M. Part XIV. Motion calendar called at 10 A. M. Part XV. Motion calendar called at 10 A. M. Part XVI. Motion calendar called at 10 A. M. Part XVII. Motion calendar called at 10 A. M. Part XVIII. Motion calendar called at 10 A. M. Part XIX. Motion calendar called at 10 A. M. Part XX. Motion calendar called at 10 A. M. Part XXI. 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